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SEVENTEENTH ANNUAL REPORT  
OF THE  
PRESIDENT AND DIRECTORS  
OF THE  
CHICAGO & ALTON  
RAILROAD COMPANY,  
FOR THE  
YEAR ENDING DECEMBER 31ST, 1879.

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ISSUED FEBRUARY, 1880.

CHICAGO:  
CULVER, PAGE, HOYNE & CO., PRINTERS.  
1880.

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## DIRECTORS.

T. B. BLACKSTONE.....	CHICAGO, ILL.	}	Term of Service Expires first Monday in April, 1880.
JOHN B. DRAKE.....	CHICAGO, ILL.		
(One Vacancy).			
JOHN F. SLATER.....	NORWICH, CONN.	}	Term of Service Expires first Monday in April, 1881.
JOHN A. STEWART.....	NEW YORK.		
GEORGE STRAUT.....	PEORIA, ILL.		
JOHN CRERAR.....	CHICAGO, ILL.	}	Term of Service Expires first Monday in April, 1882.
LORENZO BLACKSTONE.....	NORWICH, CONN.		
JOHN J. MITCHELL.....	ST. LOUIS, MO.		

## OFFICERS.

T. B. BLACKSTONE.....	<i>President.</i>
CHARLES H. FOSTER.....	<i>Secretary and Treasurer.</i>
C. BECKWITH.....	<i>General Solicitor.</i>
J. C. McMULLIN.....	<i>Gen'l Manager and Gen'l Supt.</i>
CHARLES H. CHAPPELL.....	<i>Assistant General Superintendent.</i>
O. VAUGHAN.....	<i>Assistant Superintendent.</i>
A. M. RICHARDS.....	} <i>Division Superintendents.</i>
HENRY W. STAGER.....	
T. M. BATES.....	
J. H. WOOD.....	
K. F. BOOTH.....	<i>Chief Engineer.</i>
A. A. ACKERLY.....	<i>Superintendent of Machinery and Cars.</i>
JAMES SMITH.....	<i>General Freight Agent.</i>
JAMES CHARLTON.....	<i>General Passenger and Ticket Agent.</i>
A. V. HARTWELL.....	<i>Purchasing Agent.</i>



# Chicago & Alton

(For the year ending Dec 31, 1879)

which is  
abstract of the

The annual report - ~~presenting the~~  
the total number of

## DIRECTORS' SEVENTEENTH ANNUAL REPORT. Miles of road

To the Stockholders of the Chicago & Alton Railroad Company:

The Board of Directors submit the following Report for the year ending December 31, A. D. 1879:

### LENGTH OF ROAD OPERATED.

	MILES MAIN LINE.		Miles of Side Track.	Length of all Tracks.
	1st Main Track.	2d Main Track.		
Chicago to Joliet (leased).....	37.20	36.48	16.84	90.52
Joliet to East St. Louis (owned).....	243.50	25.58	57.17	326.25
Coal City Branch (owned).....	27.84		5.74	33.58
Dwight to Washington, and Branch to Lacon (owned).....	79.80		7.18	86.98
Roodhouse to Louisiana (owned).....	38.10		5.29	43.39
St. Louis, Jacksonville & Chicago (leased).....	150.60		13.63	164.23
Louisiana & Missouri River (leased).....	100.80		10.44	111.24
Mexico to Kansas City (leased).....	162.62		21.59	184.21
Total miles.....	840.46	62.06	137.88	1,040.40

The Railroad last referred to has been in full operation about one-half of the year.

### CAPITAL STOCK.

Preferred Shares.....	\$ 2,425,400
Common Shares.....	10,065,400
Convertible Scrip outstanding.....	72
Total.....	\$12,490,872

### FUNDED DEBT.

First Mortgage 7 per cent Bonds due January 1, 1893.....	\$2,383,000
Income Bonds, 7 per cent, due January 1, 1883.....	1,083,000
Consolidated 6 per cent Sterling Bonds, due July 1, 1903.....	£900,000, say 4,379,850
St. Louis, Jacksonville & Chicago Railroad Bonds, assumed in purchase of Road from Roodhouse to Louisiana, First Mortgage 7 per cent, maturing April 1, 1894.....	564,000
Second Mortgage 7 per cent, maturing July 1, 1898.....	188,000
Sinking Fund 6 per cent Gold Bonds, due May 1, 1900.....	3,000,000
Total Stock and Bonds.....	\$24,088,722

The amount of Capital Stock remains the same as at the date of our last annual report.

Miles of road  
is now  
840  
against  
678 the  
previous  
year.

In pursuance of the contract with the Kansas City, St. Louis & Chicago Railroad Company, for the construction of the new Railroad from Mexico to Kansas City, that Company issued and transferred to ~~this~~ <sup>the</sup> Company \$3,000,000 of its First Mortgage 7 per cent Bonds, which by reason of the high rate of interest they bear, ~~our~~ <sup>the</sup> Board considered it unwise to sell.

The Bonds referred to have been deposited with the United States Trust Company, of New York, as collateral security for an issue of the same amount of 6 per cent Sinking Fund Bonds, issued by ~~our~~ <sup>the</sup> Company as stated in the foregoing summary.

Both issues of Bonds bear the same date and mature May 1, A. D.

1908.

*The earnings and expenses have been as follows:*

GROSS EARNINGS.

PER CENT.	1878.		1879.	PER CENT.
22.22%	\$1,071,108 38	From Passengers.....	\$1,811,708 17	22.22%
78.77%	3,409,509 52	Freight.....	4,242,791 20	78.77%
	97,969 60	Express.....	111,806 69	
	92,146 54	Mails.....	88,530 24	
	789 79	Miscellaneous Sources	840 70	
	\$4,671,519 43		\$5,755,677 19	

At the date of this Report, the Postal Department of the Government has not fixed a price for transporting the Mails between Mexico and Kansas City, and no compensation has been received for that service.

The gross earnings, compared with those of 1878, were as follows:

	DECREASE.		INCREASE.	
	AMOUNT.	PER CENT.	AMOUNT.	PER CENT.
From Passenger Traffic.....			\$240,604 49	22.46%
“ Freight “ .....			833,281 57	24.44%
“ Express “ .....			13,837 69	14.18%
“ Mail “ .....	3,616 60	39.73%		
“ Miscellaneous Sources.....			50 91	6.44%
	\$3,616 60		\$1,087,774 66	
			3,616 60	
Increase of earnings, compared with preceding year.....			\$1,084,158 06	

Which is equal to 23.21 per cent.



## OPERATING EXPENSES.

PER CENT.	1878.		1879.	PER CENT.
23.2%	\$705,242 89	For Conducting Transportation	\$905,145 86	29.8%
25.0%	669,124 65	" Motive Power.....	914,368 88	24.0%
24.5%	717,255 00	" Maintenance of Way.....	806,140 52	26.2%
17.3%	283,423 45	" Maintenance of Cars.....	268,767 65	8.1%
5.7%	140,089 01	" General Expenses.....	155,098 22	5.1%
	\$2,515,134 81	TOTAL .....	\$3,049,520 68	

The operating expenses, compared with those of the preceding year, were increased as follows:

	INCREASE	
	AMOUNT	PER CENT.
For Conducting Transportation .....	\$199,903 06	
" Motive Power.....	245,244 38	
" Maintenance of Way.....	88,885 52	
" General Expenses.....	15,009 21	
	\$549,042 12	
" Maintenance of Cars—Decrease.....	14,655 80	
Increase, compared with 1878.....	\$534,386 32	

Which is equal to 21.24% per cent.

The cost of all betterments was charged as operating expenses.

## SUMMARY OF EARNINGS AND EXPENSES.

1878.		1879.
\$4,671,519 78	Earnings from all sources.....	\$5,755,677 19
2,515,134 81	Operating Expenses.....	3,049,520 68
\$2,156,384 82	Net Earnings.....	\$2,706,156 51
53.8%	operating expenses, equal per cent of gross earnings	52.8%

Increase in gross earnings.....	\$1,084,158 66
" " operating expenses.....	534,386 32
Increase in net earnings .....	\$ 549,771 34

Deducting from this sum the amount transferred to account of the Kansas City, St. Louis & Chicago Railroad, as hereinafter stated, the

My  
gross  
earnings  
increased  
in 1879  
23.2%  
in net-  
and operating  
expenses  
increased  
21.24%  
in net

remainder is equal to a net gain of  $20\frac{75}{100}$  per cent over the net earnings during 1878.

1878		1879
	Gross earnings per mile of road, estimating the operation of the new line for eight months as equal to 109 miles operated for the year.....	\$7,343 44
\$6,891 77		
3,710 51	Expenses per mile of road on same basis.....	3,774 87
\$3,181 26	Net earnings per mile.....	\$3,488 57

## INCOME ACCOUNT.

Gross receipts from traffic, including Mississippi River Bridge.....	\$5,755,677 40
Dividends and interest collected on Stock and Bonds of the Mississippi River Bridge Company, held by our Company.....	33,000 00
Balance of amount temporarily taken from this account to purchase supplies.....	350,000 00
Total .....	\$6,138,677 40

## DISBURSEMENT ACCOUNT.

Balance December 31, 1878.....	\$ 109,442 06
Interest on Funded Debt.....	561,278 85
"    " Louisiana & Missouri River R.R. Bonds.....	80,737 00
Rent St. Louis, Jacksonville & Chicago R. R. Co.....	297,263 23
" Joliet & Chicago R. R. Co.....	181,980 00
" Louisiana & Missouri River R. R. Co.....	138,370 00
" Mississippi River Bridge.....	63,000 00
" Kansas City, St. Louis & Chicago R. R. for November and December.....	52,500 00
" Chicago & Illinois River R. R.....	71,799 41
Dividend No. 32, paid in March.....	382,888 00
"    " 33, " September .....	382,888 00
Taxes for account of 1873, 1875, 1876 and 1877....	34,025 79
"    " of 1878.....	121,935 93
Interest and Exchange.....	14,226 50
Stock of Joliet Iron and Steel Company.....	15,273 83
Paid to account construction of the Kansas City, St. Louis & Chicago R. R. Net earnings of that Line from May 1, to November 1, as per contract.....	102,175 35
Operating expenses in 1879.....	3,049,520 63
	\$5,559,303 37
Balance, December 31, 1879.....	\$579,373 22

The earnings from traffic during the year 1879, after deducting operating expenses, taxes and assessments for that year, interest on Bonds, rent,

*The*  
losses and all other sums properly charged in the Income Account, ~~were~~  
equal to  $9\frac{42}{100}$  per cent on our Capital Stock, both Common and Preferred.

All assessments made during the period of the "Grant War" upon  
the Capital Stock of our Company have been paid, except such as the  
Courts have perpetually enjoined.

*and freight-*  
PASSENGER TRAFFIC.

The number of passengers transported during the year was 843,429,  
an increase of 61,438, or  $7\frac{85}{100}$  per cent compared with that of the preced- *in*  
ing year; the proportion of through and local passengers being  $8\frac{18}{100}$  per  
cent of the former and  $91\frac{82}{100}$  per cent of the latter.

*to*  
The number of through passengers transported shows an increase of  
23,424, compared with that in 1878, or  $57\frac{67}{100}$  per cent.

*sum*  
The number of local passengers transported was, in 1878, 736,664;  
in 1879, 774,678; an increase of 38,014, or  $5\frac{18}{100}$  per cent.

The average distance traveled by each passenger was, in 1878,  $48\frac{34}{100}$   
miles; and, in 1879,  $64\frac{28}{100}$  miles; increase,  $15\frac{44}{100}$  miles.

The average rate paid per mile by all passengers was, in 1878,  $2\frac{834}{1000}$   
cents; in 1879,  $2\frac{419}{1000}$  cents; decrease,  $\frac{415}{1000}$  of a cent.

The average rate paid per mile by local passengers was, in 1878,  $3\frac{219}{1000}$   
cents; in 1879,  $2\frac{530}{1000}$  cents; decrease,  $\frac{589}{1000}$  of a cent.

The average rate paid per mile by through passengers was, in 1878,  
 $2\frac{136}{1000}$  cents; in 1879,  $1\frac{957}{1000}$  cents; decrease,  $0\frac{179}{1000}$  of a cent.

The average fare paid by all classes of passengers was, in 1878, \$1.37;  
in 1879, \$1.55; increase of 18 cents.

The amount earned by transporting passengers from other roads was,  
in 1878, \$159,906.17; in 1879, \$180,314.44; increase, \$20,408.27.

The earnings from transportation to other roads were, in 1878, \$127,-  
247.25; in 1879, \$156,022.26; increase, \$28,775.01.

The earnings from transportation of local passengers were, in 1878,  
\$783,950.26; in 1879, \$975,371.22; increase, \$191,421.22.

The transportation of passengers was, in 1878, equal to transporting  
one person 37,797,542 miles; and, in 1879, 54,219,072 miles, increase,  
 $16,421,530\frac{4}{10}$  miles, or  $43\frac{14}{100}$  per cent.

*carried one mile*  
*were*  
54,219,072  
in 1879 against  
37,797,542  
in 1878, an  
increase of  
 $43\frac{1}{2}$  per cent.

*(over)*

	1878.	1879.	INCREASE	DECREASE
Number of Passengers transported to Chicago.....	69,672	78,862	9,190	.....
Number of Passengers transported from Chicago.....	85,42	91,789	6,365	.....
Number of Passengers transported to St. Louis.....	65,751	78,860	13,109	.....
Number of Passengers transported from St. Louis.....	66,219	75,901	9,682	.....
Number of Passengers transported to Kansas City.....		27,041	27,041	.....
Number of Passengers transported from Kansas City.....		27,388	27,388	.....
Number of Local Passengers transported North.....	352,761	389,185	36,425	.....
Number of Local Passengers transported South.....	360,210	382,266	22,056	.....
Number of Through Passengers transported North.....	27,181	26,773		408
Number of Through Passengers transported South.....	41,839	45,204	3,365	.....

## FREIGHT TRAFFIC.

The freight transported during the year amounted to 2,634,177 tons, an increase over that of the preceding year of 666,871 tons, or  $31\frac{59}{100}$  per cent.

The through freight amounted to 622,742 tons, an increase compared with the preceding year of 281,264 tons, or  $32\frac{38}{100}$  per cent.

The local freight transported during the year amounted to 2,011,435 tons, an increase of 385,537 tons, or  $23\frac{71}{100}$  per cent.

The proportion between through and local freight transported was  $23\frac{65}{100}$  per cent of through, to  $76\frac{35}{100}$  per cent of local.

In 1878, the proportion of through and local freights was  $17\frac{35}{100}$  per cent, to  $82\frac{65}{100}$  of local.

The number of tons of freight transported one mile was, in 1878, 248,286,318 tons; in 1879, 402,234,396 tons; increase, 153,948,078 tons, or 62 per cent.

The average rate per ton per mile for transporting freight was, in 1878,  $1\frac{28}{100}$  cents; in 1879,  $1\frac{054}{100}$  cents; decrease,  $1\frac{226}{100}$  of a cent.

The average distance each ton of freight was transported, in 1878, was 121 $\frac{12}{100}$  miles; in 1879, 124 $\frac{73}{100}$  miles; decrease, 6 $\frac{89}{100}$  miles.

The amount of freight transported in Blue Line and National Dispatch Line cars from St. Louis was, in 1878, 143,553 tons, in 1879, 155,465 tons; increase, 9,912 tons, or  $6\frac{81}{100}$  per cent.

The amount of freight transported to St. Louis in Line cars last named was, in 1878, 21,587 tons; in 1879, 25,198 tons; increase, 3,611 tons, or  $16\frac{72}{100}$  per cent.

The amount of freight transported to Venice and East St. Louis was, in 1878, 158,286 tons; in 1879, 354,174 tons; increase, 195,888 tons, or  $123\frac{75}{100}$  per cent.

The amount of freight transported from Venice and East St. Louis was, in 1878, 114,159 tons; in 1879, 339,196 tons; increase, 225,837 tons, or  $197\frac{82}{100}$  per cent.

The amount of freight transported to Chicago was, in 1878, 994,928 tons; in 1879, 1,074,125 tons; increase, 79,197 tons, or  $7\frac{90}{100}$  per cent.

The amount of freight transported from Chicago was, in 1878, 281,804 tons; in 1879, 430,311 tons; increase, 148,497 tons, or  $52\frac{69}{100}$  per cent.

The amount of freight transported to Kansas City was 204,995 tons.

The amount of freight transported from Kansas City was 135,508 tons.

The following table shows the amount of some of the principal items of Freight transported upon your lines in each of the last seven years, a more complete statement of which is given in the appendix to this report:

ARTICLES.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	INCREASE.	DECREASE.
Merchandise and Sundries.....	Tons...	164,268	199,896	232,201	242,881	259,486	387,825	128,339	
Iron .....	"	71,235	71,647	82,886	48,301	100,260	180,268	80,008	
Coal.....	"	549,246	569,375	606,375	474,177	646,698	817,351	170,653	
Mill Stuffs.....	"	6,504	17,310	20,098	28,692	30,949	31,790	841	
Wheat.....	Bush...	968,902	1,152,634	1,224,891	1,614,411	1,112,330	4,145,435	5,919,401	1,773,966
Corn.....	"	11,207,377	8,529,010	4,929,991	11,360,125	8,772,412	9,684,210	9,623,131	61,079
Oats.....	"	1,639,711	1,471,430	1,705,753	1,061,799	1,375,557	3,165,181	1,818,609	1,346,572
Barley .....	"	116,680	124,504	336,214	328,403	330,020	249,837	517,087	267,250
Rye.....	"	122,150	78,981	126,529	168,902	310,186	275,604	248,346	75,255
Potatoes.....	"	147,947	142,766	232,153	175,841	57,588	157,123	232,378	165,703
Flour.....	Bbls...	316,414	691,117	587,744	548,111	736,830	782,319	948,022	1,292
Beef .....	"	4,096	3,656	11,541	14,362	19,055	7,850	9,142	46,971
Pork .....	"	62,557	39,408	44,817	38,349	19,354	13,242	60,213	40,402
Salt .....	"	44,445	59,639	51,080	52,120	57,017	53,001	98,403	9,971,700
Lumber.....	Feet...	80,597,217	72,427,000	84,443,440	92,377,330	100,646,790	101,616,020	111,587,720	6,783
Shingles.....	Num...	108,770	78,194	51,081	55,063	60,100	40,860	47,643	25,979
Cattle.....	"	284,853	205,566	189,632	274,599	186,717	174,635	200,614	46,665
Hogs.....	"	532,686	464,426	388,201	387,569	325,532	630,836	676,551	26,705
Sheep.....	"	27,980	23,563	32,087	33,200	35,137	33,114	59,819	6,64
Horses.....	"	8,742	5,983	6,478	4,248	5,155	8,968	15,982	

The aggregate mileage of Freight Cars, loaded and empty, was, in 1878, 39,522,338 miles; in 1879, 52,668,937 miles; increase, 13,146,599 miles, or 33.26 per cent. The percentage of the whole mileage, loaded or partly loaded, was, in 1878, 68.50 per cent; in 1879, 74.48 per cent; increase, 5.98 per cent.

The mileage of empty cars hauled in regular service was, in 1878,  $31\frac{393}{1000}$  per cent; in 1879,  $25\frac{539}{1000}$  per cent; decrease,  $5\frac{854}{1000}$  per cent.

The average tonnage of loaded cars and cars partly loaded, hauled in regular service was, in 1878,  $9\frac{157}{1000}$  tons; in 1879,  $10\frac{256}{1000}$  tons.

The average tonnage of freight in all freight cars hauled in regular service, loaded and empty, was, in 1878,  $6\frac{282}{1000}$  tons; in 1879,  $7\frac{887}{1000}$  tons per car.

The mileage of foreign freight cars on our road was, in 1878, 13,097,490 miles; in 1879, 18,796,259 miles; increase, 5,698,769 miles, or  $43\frac{51}{100}$  per cent.

The mileage of Chicago & Alton freight cars on foreign roads was, in 1878, 7,875,426 miles; in 1879, 10,868,796 miles; increase, 2,993,370 miles, or 38 per cent.

TRAIN DEPARTMENT STATISTICS.	1876.	1877.	1878.	1879.	INCREASE	DECREASE.
Miles run by passenger trains.....	924,398	900,180	909,761	1,113,791	204,030	.....
Miles run by revenue freight trains.	1,537,057	1,526,857	1,799,645	2,495,847	696,202	.....
Total mileage revenue trains.....	2,461,455	2,427,037	2,709,406	3,609,638	900,232	.....
Earnings for passenger train mile.....	$\$1.53\frac{154}{1000}$	$\$1.55$	$\$1\frac{29}{100}$	$\$1\frac{86}{100}$	.....	03 cts.
Earnings per freight train mile.....	$2.30\frac{888}{1000}$	$2.00\frac{92}{100}$	$1\frac{90}{100}$	$1\frac{70}{100}$	.....	20 cts.
Gross earnings divided by mileage of revenue trains gives earnings per train mile.....	$2.01\frac{52}{100}$	$\$1.83\frac{24}{100}$	$1.72\frac{42}{100}$	$\$1.59\frac{46}{100}$	.....	$12\frac{27}{100}$ cts.
Ave'ge expenses per revenue train mile	$1.09\frac{82}{100}$	$97\frac{11}{100}$ cts.	$92\frac{88}{100}$ cts.	$84\frac{48}{100}$ cts.	.....	$8\frac{89}{100}$ cts.
Net earnings per revenue train mile	$92\frac{20}{100}$ cts.	$86\frac{82}{100}$ cts.	$79\frac{59}{100}$ cts.	75 cts.	.....	$4\frac{59}{100}$ cts.
Number of passengers carried per train mile.....	$44\frac{806}{1000}$	$45\frac{26}{100}$	$41\frac{55}{100}$	$48\frac{88}{100}$ cts.	.....	.....
Average number of tons revenue freight carried per train mile .....	.....	.....	.....	.....	$7\frac{18}{100}$	.....
.....	$141\frac{722}{1000}$	$138\frac{81}{100}$	138 tons.	161 tons.	23 tons.	.....

The cost per mile run by locomotives, for repairs, wages of engineers, firemen, fuel, oil, waste, cleaning, etc., computed on the basis of mileage of revenue trains only, was, in 1878,  $24\frac{70}{100}$  cents; in 1879,  $25\frac{33}{100}$  cents.

There was consumed, in operating your Lines during the last year, 194,036 tons of coal; average cost per ton delivered on locomotive tender, \$1.28. Also 5,129 cords of wood; cost on tender \$2.12 per cord.

There was paid for labor, including improvements, during the year 1878, \$1,615,656.27; in 1879, \$1,964,622.43.

The average number of men employed was, in 1878, 2,953; in 1879, 3,589.

Of the whole amount of operating expenses, 64  $\frac{1}{2}$  per cent was paid for labor and personal services; 35 per cent for supplies of various kinds purchased, and 0  $\frac{5}{10}$  per cent for miscellaneous expenses.

#### LOCOMOTIVES.

The number of Locomotives owned by our Company at the close of the year is as follows:

Locomotives with 6 Driving Wheels and 4 Leading Wheels .....	14
“ “ 6 “ “ “ 2 “ “ .....	11
“ “ 4 “ “ “ 4 “ “ .....	145
“ “ 4 “ “ switching .....	16
“ “ 6 “ “ “ .....	1
Total .....	187

All of them are constructed for burning coal. Sixty-five are equipped with the Westinghouse Automatic Air Brake, one with the Eames' Vacuum, and one with the Card Steam Brake. Twenty-seven of the Locomotives included in the foregoing statement have been added during the year.

#### CARS.

The number of Cars used in Passenger Trains and owned by our Company is.....	95
Pullman Sleeping Cars on our lines.....	12
Total .....	107

The number and description of Freight Cars owned by our Company on the 31st of December, 1879, are as follows:

House Cars.....	2339
Combination Cars.....	151
Stock Cars.....	702
Platform and Coal Cars.....	885
Dump Coal Cars.....	10
Drovers' Cars.....	23
Caboose Cars.....	83
Blue Line House Cars.....	25
Total .....	4218

Embraced in the foregoing statement are 5 passenger cars, 3 postal cars and 937 freight cars, which were added to our car equipment during the year.



## PERMANENT WAY.

The following tabular statement shows the number of miles of main track laid with steel rails, and the number of miles of main track laid with iron rails, upon your several lines at the close of the year :

	TOTAL DISTANCE.	1ST MAIN TR'CK		2D MAIN TR'CK		MILES OF STEEL LAID IN 1879.
		STEEL RAILS.	IRON RAILS.	STEEL RAILS.	IRON RAILS.	
Chicago to East St. Louis .....	280.70	274.17	6.53	53.48	8.58	9.50
Joliet to Mazon River (Ill. River R. R.) .....	23.86	20.00	3.86			
Coal Branch Railroad .....	3.98	0.22	3.76			0.02
Dwight to Washington and Lacon .....	79.80	0.66	79.14			0.66
Bloomington to Godfrey .....	150.60	110.23	40.37			22.45
Roodhouse to Louisiana .....	38.10	25.07	13.03			8.27
Louisiana to Cedar City .....	100.80	9.11	91.69			2.63
Mexico to Kansas City .....	162.62	162.62				162.62
Total miles .....	840.46	602.08	238.38	53.48	8.58	206.15

Number of miles Main Track laid with Steel Rails .....	655.56
Number of miles Main Track laid with Iron Rails .....	246.96
Number of miles Main Track laid with Steel in 1879 .....	206.15

## LEASED LINES.

The earnings on each of the lines held and operated under lease were larger than in 1878.

No separate account of the earnings of the Joliet & Chicago Railroad is kept.

The rent is fixed by the terms of a perpetual lease at 7 per cent per annum on the Capital Stock of that Company, amounting to \$1,500,000, with a covenant by our Company to pay the interest and principal of its mortgage bonds at maturity, the amount of which now uncanceled is \$306,000.

The net earnings of this Road have at all times exceeded the amount of rent paid for its use.

During the last four years our Company has operated a Railroad (nearly parallel with our Main Line), extending from Joliet to the Wilmington Coal Fields, which was built and leased to our Company, as heretofore reported, by the Chicago & Illinois River Railroad Company.

The financial affairs of that Company have been seriously embarrassed for nearly the entire period of its existence, and on the 3d day of September last, its property of every description was sold by order of Court under a foreclosure of its First Mortgage.

(over)

The sale was confirmed by the Court, and on the 5th of September the property was purchased and deeded to our Company.

The title is subject to the rights of the Union Rolling Mill Company, if the Court shall hereafter decide that its claim for rails sold to the Illinois River Railroad Company constitutes a lien upon the road.

The present cost to our Company of what we now call the Coal City Branch (which includes the road purchased and 1,400 acres of coal land), is \$500,184.~~83~~. Deducting the estimated value of the lands, the remainder is equal to about \$15,500 per mile.

~~The cost of the property may be increased by the payment of the claim referred to, so as to be equal to \$19,800 per mile, if all that is claimed should be allowed by the Court.~~

~~This line will be connected at little cost with our main line, so as to be used for about twenty-eight miles as a second main track where such a track is needed.~~

~~Its location commands almost the entire coal field, and its value to our Company is much greater than its cost.~~

The St. Louis, Jacksonville & Chicago Railroad earned \$655,736.~~24~~ in 1878, and \$742,798.~~19~~ in 1879; increase, \$87,061.~~95~~, or  $13\frac{27}{100}$  per cent.

The Louisiana & Missouri River Railroad earned \$231,389.~~75~~ in 1878, and \$317,756.~~32~~ in 1879; increase, \$86,366.~~57~~, or  $37\frac{32}{100}$  per cent.

The contract between our Company and the Kansas City, St. Louis & Chicago Railroad Company, under date of the 15th of March, A. D. 1878, in which provision is made for the construction and use of a railroad from Mexico to Kansas City, was stated in full in ~~the~~ last annual report.

It provided (as the basis of a construction fund) for the issue and transfer to our Company of \$3,000,000 of 7 per cent First Mortgage Bonds; \$1,500,000 of 7 per cent Preferred Stock, and the proceeds of all local subscriptions to its Common Capital Stock.

That contract was changed, so far as it relates to the issue of Preferred Stock, by a supplemental agreement under date of the 29th day of May, 1879, in which it is stipulated that \$1,750,000 of 6 per cent Preferred Stock shall be issued in place of \$1,500,000 of 7 per cent Preferred Stock. All other stipulations in the original contract remain unchanged.

The agreement provides that rent for the use of the road shall commence to accrue on the 1st day of November, A. D. 1879. Prior to that date, all net earnings on that line have been credited, and all coupons and dividends falling due on the Bonds and Preferred Stock of that road, which had been guaranteed and sold by our Company, have been charged in the

construction accounts will appear from the synopsis of that account in the appendix to this report.

The cost of the road so far as the original plans have been adopted in construction, does not exceed the original estimate.

But before the work had progressed very far, it was found that good building stone could be procured on nearly all parts of the route, and it was decided in nearly all cases to construct masonry and iron bridges instead of wooden structures, where bridges and culverts were needed. It was also decided to use stone for ballasting, where originally it was supposed no suitable material could be obtained.

Much larger and more valuable depot grounds have been procured at Kansas City, and, in short, a much better road has been built than was originally contemplated.

The amount expended in the construction of the road, including the steel bridge over the Missouri River, depot grounds, buildings and all other appurtenances, is \$3,592,027.95, or \$22,088.47 per mile.

The cost of the bridge over the Missouri River and its approaches, is \$475,341.90, which, if deducted from the amount above stated, leaves a sum which is equal to \$19,165.38 per mile of road.

Adding to the sum above stated discount and commissions on Bonds and Stock sold, and interest paid during the time employed in constructing the road (less net earnings from traffic prior to November 1, 1879), the aggregate sum charged to account of construction is \$3,957,382.24, or \$24,335.15 per mile.

The road is of the most substantial character; the work of construction was prosecuted and materials were purchased for it when prices were cheaper than at any other period for many years. An estimate shows that at present prices the cost of the road would be increased more than \$1,500,000.

The amount of traffic over this line since its completion has fully equaled the most sanguine expectations of those who recommended its construction.

Although it was in full operation only about one-half of the year, it contributed 56½ per cent of the total increase in gross earnings during the year.

The present traffic of our lines imperatively demands additional tracks and buildings at Chicago and East St. Louis, about 15 miles of new side tracks at other stations on our several lines east of Mexico, and a large addition to our rolling-stock. Partial provision has already been made to meet this demand.

*The Board proposes to issue  
to shareholders, at par, in the  
proportion of one share for each ten  
the remaining unissued stock*

of the Company which is  
about - 10,000 shares. ~~The~~

18

Twenty locomotives have been contracted for delivery within the next three months, and an average of about eight freight cars per day are being constructed at the shops of our Company at Bloomington.

When authority was last conferred upon the Board to increase the Share Capital of our Company, the additional amount was limited to 22,710 shares. As was proposed at the time, only about one-half of that number was issued. By the terms of the circular, to which the shareholders gave their consent, it was provided that the time when the remainder of the shares should be issued and sold should be left to the future decision of the Board, in view of the necessities of the traffic of the lines as the same might be thereafter developed.

The shares then issued were sold to the shareholders pro rata at par, in the proportion of one share to each ten shares owned by them respectively, less fractions if any. In our opinion, a similar issue and sale should be made not later than May next of which at least thirty days' notice will be hereafter given. Such an issue of shares would provide a fund of about \$1,000,000, which is ~~no more~~ <sup>needed</sup> in our judgment, than will be needed to procure facilities for the increased traffic of ~~our~~ lines in the immediate future.

over to  
28  
The property of our Company has been in all departments fully maintained in efficient condition, and in many respects improved during the last year.

The acknowledgments of the Board are due to the officers in charge of the several departments, and those employed under their direction, for efficiency, zeal and fidelity manifested in the discharge of their duties during the past year.

Your attention is invited to the tabular statements and accounts which will be found attached.

By order of the Board.

T. B. BLACKSTONE, *President.*

## A.—Passenger Department.

	1877	1878	1879	INCREASE.	DECREASE.
Number of Passengers carried.....	860,257	781,991	843,429	61,438	
Number of Local Passengers Carried.....	812,144	736,664	774,678	38,014	
Per cent of whole number Carried.....	94.4%	94.3%	91.8%		2.6%
Number of Through Passengers Carried.....	48,113	45,327	68,751	23,424	
Per cent of whole number Carried.....	5.6%	5.7%	8.2%	2.5%	
Number of Passengers moved North.....	376,272	352,761	389,186	36,425	
Number of Passengers moved South.....	411,238	360,210	382,266	22,056	
Number of Through Passengers moved North.....	29,885	27,181	26,778		408
Number of Through Passengers moved South.....	42,747	41,839	45,204	3,365	
Number of Passengers carried One Mile.....	40,743,271.7	37,797,542	54,219,072.7	16,421,530.7	
Average Distance Traveled by each Passenger.....	47.16 mls.	48.3% mls.	63.4%	15.1%	
Average Rate per mile—all Passengers.....	2.43 cts.	2.43 cts.	2.41 cts.		1.5 cts.
Average Rate per Mile—Local Passengers.....	3.10 cts.	3.10 cts.	2.80 cts.		1.3 cts.
Average Rate per Mile—Through Passengers.....	2.10 cts.	2.10 cts.	1.80 cts.		1.0 cts.
Rate per Mile for 1000-Mile Ticket.....	3	3	3		1.000
Average Fare Paid by each Passenger.....	\$1.41	\$1.37	\$1.55	18 cts.	
Passenger Earnings on Business from other Roads.....	\$151,682.30	\$159,906.17	\$180,314.44	\$20,408.27	
Passenger Earnings on Business to other Roads.....	148,603.02	127,247.25	156,022.26	28,775.01	
Passenger Earnings on Local.....	911,566.46	788,950.26	975,371.47	191,421.21	
Earnings from Excess Baggage.....	5,226.34	4,655.75	10,506.72	5,850.97	
Number of Pieces of Baggage Checked.....	244,205	289,906	330,845	60,939	

## B.—Freight Department.

	1876.	1877.	1878.	1879.	INCREASE.	DECREASE.
Tonnage of Freight Transported..	1,818,235 tons.	1,560,188 tons.	1,967,306 tons.	2,634,177 tons.	666,871 tons.	.....
Tonnage of Freight Trans.—local	1,536,255 "	1,214,121 "	1,625,898 "	2,011,435 "	385,537 "	.....
Per cent of whole Tonnage.....	85.5% $\frac{5}{100}$ ct.	77.8% $\frac{8}{100}$ ct.	82.7% $\frac{7}{100}$ ct.	76.3% $\frac{3}{100}$ ct.	.....	6.2% $\frac{2}{100}$ ct.
Tonnage of Freight Transported						
“Through”.....	281,985 tons.	346,067 tons.	341,408 tons.	622,742 tons.	281,264 tons.	.....
Per cent of whole Tonnage.....	14.5% $\frac{5}{100}$ ct.	22.2% $\frac{2}{100}$ ct.	17.3% $\frac{3}{100}$ ct.	23.6% $\frac{6}{100}$ ct.	6.3% $\frac{3}{100}$ ct.	.....
Revenue Fr't Carried One Mile...	217,835,161 tons.	211,947,555 tons.	248,286,318 tons.	402,234,396 tons.	158,948,078 tons.	.....
Average Rate per Ton per Mile on						
Revenue Freight*.....	1.52% cts.	1.44% cts.	1.33% cts.	1.03% cts.	.....	2.4% cts.
Av. Dis. each Ton was carried....	119.1 mls.	135.8 mls.	121.3 mls.	114.3 mls.	.....	6.7% mls.
Tonnage of Coal.....	606,375 tons.	474,177 tons.	646,698 tons.	817,361 tons.	170,605 tons.	.....

\* Does not embrace Tonnage of Company's Freight.

## C.—Freight Transported.

ARTICLES.	1874.	1875.	1876.	1877.	1878.	1879.	INCREASE.	DECREASE.
Merchandise and Sundries.....	164,268	199,896	232,201	242,831	259,486	387,825	128,339	
Iron .....	29,395	71,647	82,886	49,301	100,260	180,268	80,008	
Coal .....	404,327	569,234	606,375	474,177	646,698	817,351	170,653	
Bran and Mill Stuffs.....	17,310	19,641	20,098	28,692	30,949	31,790	841	
Wool .....	167	278	121	445	568	984	416	
Dressed Hogs.....	117	96	334	192	170	142		50
Hides.....	1,559	1,727	894	1,689	2,397	3,448	451	
Broom Corn.....	38	448	424	337	437	787	350	
Hay.....	7,794	8,184	3,292	4,634	4,522	10,781	6,259	
Ice.....	19,059	3,880	18,204	8,928	28,695	49,973	21,278	
Brick and Sand.....	31,967	19,641	12,659	15,499	29,868	16,406		13,462
Stone.....	25,838	17,223	10,719	33,931	19,515	18,827		688
Wheat.....	1,152,634	1,224,891	1,614,411	1,112,330	4,145,435	5,919,401	1,773,966	
Corn.....	8,629,010	4,928,991	11,380,125	8,772,412	9,684,210	9,623,131		61,079
Oats .....	1,471,430	1,705,763	1,061,799	1,375,557	3,165,181	1,818,609	1,346,572	
Barley.....	124,504	336,214	328,403	330,080	249,837	517,087	267,250	
Rye.....	78,981	126,629	168,902	310,186	275,604	248,346		27,258
Potatoes.....	142,765	232,153	175,941	57,588	157,123	232,378		
Flour .....	691,117	567,744	546,111	736,830	782,319	948,022	165,703	
Whisky .....	7,210	7,260	10,872	4,746	3,253	9,865	6,612	
Beef .....	3,656	11,541	14,362	19,055	7,350	9,142	1,292	
Pork .....	39,408	44,817	33,349	19,354	13,242	60,213	46,971	
Lard .....	4,611	7,197	5,970	9,055	7,420	23,171	15,751	
Salt .....	59,639	51,080	52,120	57,017	53,001	93,403	40,402	
Lumber.....	72,427,000	84,443,440	92,877,330	100,946,790	101,616,020	111,587,720	9,971,700	
Shingles.....	78,194	51,081	55,063	60,100	40,860	47,643	6,783	
Lath .....	6,990	2,402	5,095	12,431	10,790	15,040	4,250	
Posts, Staves, etc.....	2,136	1,428	1,748	6,051	4,938	1,480		3,458
Cattle.....	205,566	189,632	274,599	186,717	174,635	200,614	25,979	
Hogs.....	464,426	388,201	387,569	325,532	630,886	676,551	45,665	
Sheep.....	23,563	32,087	33,200	35,137	33,114	59,819	26,705	
Horses.....	5,983	6,478	4,248	5,155	8,968	15,932	6,964	
Milk.....				542,647	561,346	477,024		84,322
Cured Meats.....				1,962	3,514	6,733	3,219	
Cotton.....				1,962	3,514	22,593	3,709	
Bullion.....				4,173	18,884	3,282	3,282	
Railroad Ties.....						215,546	215,546	

## D.—Operating Expenses in Detail.

PER REVENUE TRAIN MILE.	1878.	ITEMS.	1879.	PER REVENUE TRAIN MILE.
11.88 100	\$313,771 48	.....	\$399,011 11	11.08 100
6.38 100	45,067 61	.....Wages Station Agents, Clerks, etc.....	58,308 44	6.09 100
4.88 100	123,824 27	.....Wages Passenger Conductors and Men.....	162,410 81	8.21 100
1.00 100	125,085 68	.....Wages Freight Conductors and Men.....	141,280 90	1.00 100
1.00 100	23,459 20	.....Supplies, Stations and Trains.....	37,278 54	1.00 100
1.00 100	13,419 10	.....Stationery.....	24,680 12	1.00 100
1.00 100	24,491 78	.....Advertising.....	29,869 71	1.00 100
1.00 100	24,863 00	.....Incidentals and Stamps.....	46,682 69	1.00 100
1.00 100	5,239 81	.....Loss and Damage.....	7,013 16	1.00 100
1.00 100	6,070 78	.....Telegraph Expenses.....	3,615 89	1.00 100
26.08 100	\$705,242 80	.....Louisiana Bridge.....	\$905,145 86	25.08 100
PER REVENUE TRAIN MILE.	1878.	.....Total Conducting Transportation.....	1879.	PER REVENUE TRAIN MILE.
18.88 100	\$502,860 33	.....	\$690,560 44	16.88 100
4.88 100	118,393 55	.....Road Repairs.....	97,558 62	2.00 100
2.00 100	57,908 35	.....Bridges and Culverts.....	83,727 26	2.00 100
1.00 100	38,092 77	.....Stations and Buildings.....	34,294 20	1.00 100
26.47 100	\$717,255 00	.....Fence.....	\$806,140 52	22.88 100
PER REVENUE TRAIN MILE.	1878.	.....Total Maintenance of Way.....	1879.	PER REVENUE TRAIN MILE.
10.18 100	\$275,728 71	.....	\$353,089 33	9.18 100
7.00 100	216,601 78	.....Wages—Engineers, Firemen and Wipers.....	328,419 44	8.00 100
6.88 100	177,793 61	.....Locomotive Fuel, etc.....	237,869 61	6.00 100
24.77 100	\$669,124 05	.....Locomotive Repairs.....	\$914,368 38	25.00 100
		.....Total Motive Power.....		



D.—Operating Expenses in Detail—Continued.

PER REVENUE TRAIN MILE.	1878.	ITEMS.	1879.	PER REVENUE TRAIN MILE.
2.2%	\$619 00	Sleeping-Car Repairs .....	\$48,069 56	1.1%
1%	61,945 98	Passenger-Car Repairs .....	15,715 67	1%
1%	5,687 37	{ Dining-Car Repairs .....	9,696 56	1%
1%	14,316 74	{ Pay-Car Repairs .....	180 09	1%
	1 23	Baggage, Mail, etc., Car Repairs .....	1,528 23	1%
	74 80	Foreign Coach Repairs .....	190,390 09	1%
7.8%	198,783 11	Foreign Sleeping-Car Repairs .....	2,217 22	1%
1%	964 15	Freight-Car Repairs .....	970 23	1%
1%	1,649 98	Foreign Freight-Car Repairs .....		1%
		Air-Brakes Repairs .....		1%
10.4%	\$288,423 45	Total Maintenance of Cars .....	\$268,767 65	7.4%
PER REVENUE TRAIN MILE.	1878.	ITEMS.	1879.	
3.1%	\$ 84,668 15	Salaries of Officers and Clerks .....	\$99,387 42	2.7%
1%	7,625 73	Rent .....	14,160 71	1%
1.4%	89,234 88	Legal Expenses .....	82,227 33	1%
1%	4,060 25	Insurance .....	4,822 76	1%
1%	4,500 00	Transfer and Registry Agencies .....	4,500 00	1%
5.1%	\$140,089 01	Total General Expenses .....	\$155,098 22	4.1%
92.8%	\$2,515,134 31	Grand Total .....	\$3,049,520 63	84.4%

# **E.—Mileage of Cars.**

	1877.	1878.	1879.	Increase.	Decrease.
Miles run by C. & A. Sleeping Cars on C. & A. R. R.....	531,586	587,704	554,765	17,061	
Miles run by C. & A. Sleeping Cars on Foreign Roads.....				264,764	
Miles run by Foreign Sleeping Cars on C. & A. R. R.....	264,324	279,958	544,722	17,868	
Miles run by Dining Cars.....	107,854	103,122	120,990	707,295	
Miles run by C. & A. Coaches on C. & A. R. R.....	2,038,659	2,238,655	2,940,950		94,109
Miles run by C. & A. Coaches on Foreign Roads.....	105,036	152,485	58,876		7,542
Miles run by Foreign Coaches on C. & A. R. R.....	104,575	80,872	73,830		
Miles run by Pay Car.....	18,603	16,916	25,132	8,216	
Miles run by C. & A. Mail, Express and Postal Cars on C. & A. R. R.....	1,159,954	1,188,524	1,509,619	326,095	
Miles run by Postal Cars on Foreign Roads.....	580	4,676	2,338	2,338	
Miles run by Foreign Baggage, Mail and Express Cars on C. & A. R. R.....	22,879	521	2,748	2,227	
Mileage of C. & A. Freight Cars on C. & A. R. R., Loaded.....	16,234,304	18,215,057	25,469,271	7,264,214	
Mileage of C. & A. Freight Cars on C. & A. R. R., Empty.....	7,223,878	8,209,791	8,403,707	193,916	
Mileage of Foreign Freight Cars on C. & A. R. R., Loaded.....	6,511,779	8,899,711	13,748,492	4,858,781	
Mileage of Foreign Freight Cars on C. & A. R. R., Empty.....	2,806,292	4,197,779	5,047,467	849,688	
Total Mileage of Freight Cars on C. & A. R. R., Loaded.....	22,746,083	27,114,768	39,217,763	12,102,995	
Total Mileage of Freight Cars on C. & A. R. R., Empty.....	10,029,665	12,407,570	13,451,174	1,043,604	
Aggregate Freight Mileage on C. & A. R. R., Loaded and Empty.....	32,775,748	39,522,338	52,668,937	13,146,599	
Per Cent of whole Mileage Loaded.....	59,406	68,867	74,405	5,106	
Per Cent of whole Mileage Empty.....	30,593	31,133	25,593		5,106
Mileage of C. & A. Freight Cars on Foreign Roads.....	5,691,931	7,875,426	10,868,796	2,998,370	
Total Mileage run by C. & A. R. R. Freight Cars.....	29,149,608	34,532,716	45,479,916	10,947,200	

F.—Details of Mileage, etc., on C. &amp; A. R. R.—Continued.

	1877.	1878.	1879.
Number of C. & A. R. R. Cars hauled Loaded, in Regular Service .....	243,156	271,789	383,025
Mileage of C. & A. R. R. Cars hauled Loaded, in Regular Service .....	16,085,845	18,216,057	25,469,271
Number of C. & A. R. R. Cars hauled Empty, in Regular Service .....	127,377	144,565	165,285
Mileage of C. & A. R. R. Cars hauled Empty, in Regular Service .....	7,065,535	8,209,791	8,403,707
Number of C. & A. R. R. Cars hauled Loaded, in Construction Trains...	6,812	6,438	16,151
Mileage of C. & A. R. R. Cars hauled Loaded, in Construction Trains...	148,459	101,323	383,885
Number of C. & A. R. R. Cars hauled Empty in Construction Trains...	7,770	6,152	148,216
Mileage of C. & A. R. R. Cars hauled Empty in Construction Trains...	157,838	131,119	354,757
Number of Foreign and Line Cars hauled Loaded .....	108,367	140,446	204,488
Mileage of Foreign and Line Cars hauled Loaded .....	6,511,779	8,899,711	13,748,492
Number of Foreign and Line Cars hauled Empty .....	57,371	79,081	98,781
Mileage of Foreign and Line Cars hauled Empty .....	2,806,292	4,197,779	5,047,467
Whole number of Loaded Cars hauled in Regular Service .....	352,023	412,235	587,513
Mileage of Loaded Cars hauled in Regular Service .....	22,597,624	27,114,768	39,217,763
Whole number of Empty Cars hauled in Regular Service .....	184,748	223,646	264,016
Mileage of Empty Cars hauled in Regular Service .....	9,871,827	12,407,570	13,451,174
Average Revenue Tonnage of each Loaded Car hauled, in Regular Service	9,318 tons	9,137 tons	10,436 tons
Average Revenue Tonnage of each Car hauled, in Regular Service, both Empty and Loaded..	6,466 tons	6,382 tons	7,066 tons
Tonnage of Company's Freight not embraced in above figures.			



## SECRETARY AND TREASURER'S REPORT.

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CHICAGO & ALTON RAILROAD COMPANY,

SECRETARY AND TREASURER'S OFFICE,

*Chicago, February 17, 1880.*

*To the Board of Directors:*

GENTLEMEN: The following Statements and Tables, showing the results of the operations of the roads for the fiscal year 1879, and the condition of the General Accounts on the 31st December last, are respectfully submitted:

G.—General Balance Sheet.

H.—Income Account.

I.—Gross Earnings.

J.—Operating Expenses.

K.—Comparative Earnings since 1869.

L.—Joliet & Chicago R. R. Co.'s Sinking Fund Statement for 1879.

M.—Joliet & Chicago R. R. Co.'s Sinking Fund Table.

Your obedient servant,

C. H. FOSTER,

*Secretary and Treasurer.*



## H.—Income Account for the Year 1879.

To Balance December 31, 1878.....	\$109,442 06	By Receipts from Traffic, including Miss. River Bridge, in 1879.....	\$5,765,677 19
To Interest on \$439,100 La. & Mo. River R. R. Co. Bonds	15,388 50	By One Year's Interest, to December 31, 1879, on \$200,000 Mississippi River Bridge Co. Bonds owned by this Company.....	19,000 00
To Dividend of March 4.....	382,888 00	By One Year's Dividend, to December 31, 1879, on \$300,000 Mississippi River Bridge Co. Stock owned by this Company.....	21,000 00
To Interest on Income Bonds, April 1.....	37,905 00	By Balance of amount temporarily transferred from Income Account to purchase supplies.....	360,000 00
To Interest on St. L., J. & C. R. R. Bonds, April 1.....	19,740 00		
To First Mortgage Bonds, April 1.....	123,823 00		
To Interest on Consolidated Sterling Bonds, July 1.....	83,405 00		
To Interest on First Mortgage Bonds, July 1.....	6,580 00		
To Interest on St. L., J. & C. R. R. Guaranteed Second Mortgage Bonds, July 1.....	15,368 50		
To Interest on \$439,100 La. & Mo. River R. R. Co. Bonds and Stock, August 1.....	382,888 00		
To Dividend of Sept. 1.....	19,740 00		
To Interest on St. L., J. & C. R. R. First Mortgage Bonds, October 1.....	37,905 00		
To Interest on Income Coupons, October 1.....			
To K. C., St. L. & C. R. R., transferred to Construction Account, per terms of Lease, Earnings, May 1 to November 1, 1879.....	\$441,225 08		
Less Operating Expenses, May 1 to November 1, 1879.....	339,049 90		
To Interest on Consolidated Sterling Bonds, January 1, 1880.....	102,175 15		
To Interest on First Mortgage Bonds, January 1, 1880.....	132,395 85		
To Interest on St. L., J. & C. R. R. Co. Guaranteed Second Mortgage Bonds, January 1, 1880.....	83,405 00		
To Taxes of 1873, 1875, 1876 and 1877, paid in 1879.....	6,580 00		
To Taxes of 1878, paid in 1879.....	34,025 79		
To Rental for use of Joliet & Chicago R. R.....	121,835 86		
To Rental for use of La. & Mo. River R. R.....	131,860 00		
To Rental for use of St. L., J. & Chicago R. R.....	138,370 00		
To Rental for use of Mississippi River Bridge.....	297,263 24		
To Rental for use of Kan. City, St. L. & C. R. R. (November and December).....	63,000 00		
To Operating Expenses in 1879.....	52,500 00		
To Interest and Exchange, Balance of amount in 1879, transferred.....	3,049,620 63		
To sundry payments of Rent of Chi. & Ill. River R. R., July, 1879, to September, 1879.....	14,226 60		
To amount of Stock received of the Joliet Iron & Steel Co., in settlement of Freight Account, since foreclosed.....	71,799 41		
To Balance.....	15,273 38		
	579,373 22		
	\$6,138,677 19	January 1, 1880. Balance brought down.....	\$6,138,677 19
			\$579,373 22





# H.—Income Account for the Year 1879.

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To Balance December 31, 1878.....	\$109,442 06	By Receipts from Traffic, including Miss. River Bridge, in 1879.....	\$5,765,677 19
To Interest on \$499,100 La. & Mo. River R. R. Co. Bonds and Stock, Feb. 1.....	15,368 50	By One Year's Interest, to December 31, 1879, on \$200,000 Missis- sippi River Bridge Co. Bonds owned by this Company.....	12,000 00
To Dividend of March 4.....	382,888 00	By One Year's Dividend, to December 31, 1879, on \$300,000 Missis- sippi River Bridge Co. Stock owned by this Company.....	21,000 00
To Interest on Income Bonds, April 1.....	37,905 00	By Balance of amount temporarily transferred from Income Account to purchase supplies.....	350,000 00
To Interest on St. L. & Chicago R. R. Guaranteed First Mortgage Bonds, April 1.....	19,740 00		
To Interest on Consolidated Sterling Bonds, July 1.....	123,623 00		
To Interest on First Mortgage Bonds, July 1.....	83,405 00		
To Interest on St. L., J. & C. R. R. Guaranteed Second Mortgage Bonds, July 1.....	6,580 00		
To Interest on \$439,100 La. & Mo. River R. R. Co. Bonds and Stock, August 1.....	15,368 50		
To Dividend of Sept. 1.....	382,888 00		
To Interest on St. L., J. & C. R. R. First Mortgage Bonds, October 1.....	19,740 00		
To Interest on Income Coupons, October 1.....	37,905 00		
To K. C., St. L. & C. R. R., transferred to Construction Account, per terms of Lease, Earnings, May 1 to November 1, 1879.....	\$441,225 05		
Less Operating Expenses, May 1 to November 1, 1879...	330,049 90		
To Interest on Consolidated Sterling Bonds, January 1, 1880.....	102,175 15		
To Interest on First Mortgage Bonds, January 1, 1880...	182,395 85		
To Interest on St. L., J. & C. R. R. Co. Guaranteed Sec- ond Mortgage Bonds, January 1, 1880.....	83,405 00		
To Taxes of 1873, 1876, 1878 and 1877, paid in 1879.....	6,580 00		
To Rental for use of Joliet & Chicago R. R.....	34,025 79		
To Rental for use of La. & Mo. River R. R.....	121,935 96		
To Rental for use of St. L., J. & Chicago R. R.....	131,980 00		
To Rental for use of Mississippi River Bridge.....	138,370 00		
To Rental for use of Kan. City, St. L. & C. R. R. (No- vember and December).....	297,263 24		
To Operating Expenses in 1879.....	63,000 00		
To Interest and Exchange, Balance of amount in 1879, transferred.....	52,500 00		
To sundry payments of Rent of Chi. & Ill. River R. R., July, 1876, to September, 1879.....	3,049,620 68		
To amount of Stock received of the Joliet Iron & Steel Co., in settlement of Freight Account, since fore- closed.....	14,228 50		
To Balance.....	71,799 41		
	16,273 38		
	579,373 22		
	\$6,138,677 19	January 1, 1880. Balance brought down.....	\$6,138,677 19
			\$579,373 22

**I.—Gross Earnings from Traffic for the Year Ending December 31, 1879.**

MONTHS.	PASSENGERS.	FREIGHT.	EXPRESS, MAILS, ETC.	TOTAL.
January.....	\$71,104 26	\$256,804 56	\$15,828 52	\$343,737 34
February.....	72,353 83	220,437 51	14,889 52	307,680 86
March.....	84,179 06	227,191 86	15,999 52	327,370 44
April.....	88,674 71	236,203 28	15,515 52	335,393 51
May.....	105,851 85	299,224 36	16,860 71	421,936 92
June.....	117,913 30	314,677 78	15,202 52	447,793 60
July.....	117,774 01	400,026 09	19,043 20	536,843 30
August.....	122,654 78	443,552 97	17,624 34	583,832 09
September.....	146,978 79	463,763 92	18,068 49	628,811 20
October.....	161,848 79	488,325 42	17,988 52	668,162 73
November.....	114,976 66	468,921 60	17,202 52	601,100 78
December.....	112,398 13	423,662 04	16,954 25	553,014 42
Totals.....	\$1,311,708 17	\$4,242,791 39	\$201,177 63	\$5,755,677 19

**J.—Operating Expenses for the Year ending December 31, 1879.****CONDUCTING TRANSPORTATION:**

Wages of Station Agents, Clerks, etc.....	\$399,011 11	
Wages of Passenger Conductors and men.....	53,303 44	
Wages of Freight Conductors and men.....	162,410 31	
Supplies for Stations and Trains.....	141,280 90	
Stationery.....	37,278 54	
Advertising.....	24,680 12	
Incidentals and Stamps.....	29,869 71	
Loss and Damage.....	46,682 69	
Telegraphing Expenses.....	7,013 15	
Louisiana Bridge Expenses.....	3,615 89	
		905,145 86

**MOTIVE POWER:**

Wages of Engineers, Firemen and Wipers.....	353,089 33	
Locomotive Fuel, etc.....	323,419 44	
Locomotive Repairs.....	287,859 61	
		914,368 38

**MAINTENANCE OF WAY:**

Road Repairs.....	590,560 44	
Bridge and Culvert Repairs.....	97,558 62	
Station and Building Repairs.....	83,727 26	
Fence Repairs.....	34,294 20	
		806,140 52

**MAINTENANCE OF CARS:**

Passenger Car Repairs.....	76,160 34	
Freight Car Repairs.....	192,607 31	
		268,767 65

**GENERAL EXPENSES:**

Salaries of Officers and Clerks.....	99,387 42	
Rent Paid.....	14,160 71	
Legal Expenses.....	32,227 38	
Insurance.....	4,822 76	
Expenses of Transfer and Registry Agencies.....	4,500 00	
		155,098 28

**TAXES:**

State, County and Municipal.....	121,935 96	
Total.....		\$3,171,456 59

## K.—Monthly Earnings Chicago &amp; Alton Railroad.

MONTHS.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
January...	\$281,108 90	\$353,235 43	\$371,707 68	\$347,372 38	\$344,419 91	\$219,927 97	\$306,597 29	\$331,607 89	\$301,073 05	\$343,737 34
February.	316,036 92	342,368 54	332,901 81	396,307 21	339,570 43	328,218 69	316,350 35	325,046 79	300,186 59	307,660 86
March .....	342,896 82	384,998 76	373,217 44	420,893 10	362,341 93	363,627 38	355,528 53	345,454 44	357,297 26	327,370 44
April .....	343,039 78	388,964 04	379,878 56	409,471 69	384,334 70	367,955 46	363,969 49	339,384 79	332,969 07	335,393 51
May .....	408,685 64	461,289 91	408,254 00	430,183 87	397,683 03	351,003 67	422,544 66	311,265 70	349,882 67	421,036 92
June .....	408,658 80	466,097 32	419,196 53	475,319 14	496,315 15	382,232 56	451,082 52	358,981 90	359,456 85	447,793 60
July .....	413,709 23	533,654 98	488,351 98	540,341 76	464,438 45	387,445 28	403,670 71	306,927 61	433,473 32	536,843 30
August .....	506,680 59	534,162 66	558,881 98	596,707 97	480,056 20	411,960 46	510,794 74	491,727 69	563,378 83	583,832 09
September	497,519 20	507,616 92	497,261 42	560,857 61	524,042 39	490,282 91	524,244 17	480,933 10	443,524 66	628,811 20
October .....	475,608 20	473,227 17	540,755 65	564,633 27	550,950 47	489,018 84	532,868 35	445,597 34	486,921 32	668,182 73
November	441,197 28	455,607 52	431,314 90	410,906 55	416,543 88	396,778 58	387,898 48	391,616 08	399,378 20	601,100 78
December	404,263 83	377,666 96	352,603 76	344,046 22	394,755 47	369,312 11	374,351 40	316,799 55	340,947 31	553,014 42
Total .....	\$4,849,404 89	\$5,278,910 23	\$5,156,325 71	\$5,497,540 77	\$5,136,228 03	\$4,656,763 83	\$4,900,528 69	\$4,464,343 08	\$4,671,519 13	\$5,755,677 19
Expenses ..	\$2,766,105 85	\$3,080,824 77	\$3,277,178 27	\$3,376,254 87	\$2,901,351 06	\$2,523,256 51	\$2,804,290 49	\$2,457,765 27	\$2,660,129 70	\$3,171,466 59
Profit .....	\$2,083,299 04	\$2,198,085 46	\$1,879,147 44	\$2,121,285 90	\$2,234,876 97	\$2,133,507 32	\$2,156,238 20	\$2,006,577 81	\$2,011,389 37	\$2,584,220 60

**L.—Sinking Fund Account of the Joliet & Chicago Railroad Company Bonds.**

Dr.		
1879.		
January 1.—To amount of Joliet & Chicago Railroad Company's		
Bonds outstanding, the payment of which was,		No appropriation made in 1879.
under the contract with that Company, assumed		
by this Company.....	\$306,000 00	
	<u>\$306,000 00</u>	
1880.		
January 1.—To amount of Bonds outstanding.....	\$306,000 00	Chicago, December 31, 1879.

**M.**—*Apportionment of Sinking Fund and Interest on \$500,000 Joliet & Chicago Railroad Company Bonds, due July 1, 1882, with Interest Coupons at 8 per cent per annum, payable January 1st and July 1st.*

YEARS.	DEBT.	SINKING FUND PAYMENTS.		COUPON PAYMENTS.		TOTAL ANNUAL PAYMENTS.
		January 1.	July 1.	January 1.	July 1.	
1866.....	\$500,000		\$ 7,000		\$ 20,000	\$27,000
1867.....	493,000	\$ 8,000	8,000	\$19,720	19,400	55,120
1868.....	477,000	8,000	9,000	19,080	18,760	54,840
1869.....	460,000	9,000	10,000	18,400	18,040	55,440
1870.....	441,000	10,000	10,000	17,640	17,240	54,880
1871.....	421,000	11,000	11,000	16,840	16,400	55,240
1872.....	399,000	12,000	12,000	15,960	15,480	55,440
1873.....	375,000	13,000	13,000	15,000	14,480	55,480
1874.....	349,000	14,000	14,000	13,960	13,400	55,360
1875.....	321,000	15,000	15,000	12,840	12,240	55,080
1876.....	291,000	16,000	17,000	11,640	11,000	55,640
1877.....	258,000	17,000	18,000	10,320	9,640	54,960
1878.....	223,000	19,000	19,000	8,920	8,160	55,080
1879.....	185,000	20,000	21,000	7,400	6,600	55,000
1880.....	144,000	22,000	23,000	5,760	4,880	55,640
1881.....	99,000	24,000	24,000	3,960	3,000	54,960
1882.....	51,000	25,000	26,000	2,040	1,040	54,080
		\$243,000	\$257,000	\$199,480	\$209,760	\$909,240

**N.—Construction Account K. C., St. L. & C. R. R.**

Cost of Right of Way.....		\$ 208,785 90
“ Engineering and Superintendence.....		77,775 45
“ Grading.....		828,945 07
“ Masonry .....		848,641 65
“ Bridging.....		206,725 63
“ Ties.....		178,841 97
“ Rails.....		780,382 60
“ Splices, Bolts and Spikes.....		74,822 01
“ Track-laying, Frogs and Switches.....		120,073 35
“ Ballasting.....		30,732 02
“ Fencing and Crossings.....		86,656 01
“ Buildings and Fixtures.....		91,995 13
“ Turn Tables.....		4,249 55
“ Water Stations.....		44,669 40
“ Stock Yards and Chutes.....		5,635 43
“ Telegraph Line.....		5,571 31
“ Breakwater near Glasgow.....		1,468 65
“ Approaches to Ferry at Glasgow, for use during construction of road.....		3,048 13
“ Expenses operating Ferry at Glasgow during construction of road.....		13,767 76
“ General Contingencies.....		8,908 97
“ Missouri River Bridge.....		475,841 96
Payments for account of construction.....		\$3,592,027 95
Paid discount on 3,000 bonds .....	95,796 02	
“ “ on 17,500 shares Preferred Stock.....	18,043 34	
“ Interest, Exchange and Commissions.....	17,689 97	
Coupons paid.....	259,530 75	
Dividends paid on Guaranteed Stock sold.....	27,750 00—	418,810 08
		\$4,010,838 03
Less Net Earnings to November 1, 1879.....		53,455 76
Total.....		\$3,957,382 27

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